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Leeuwen, H. J. van

International quick  
communication...

Rotterdam

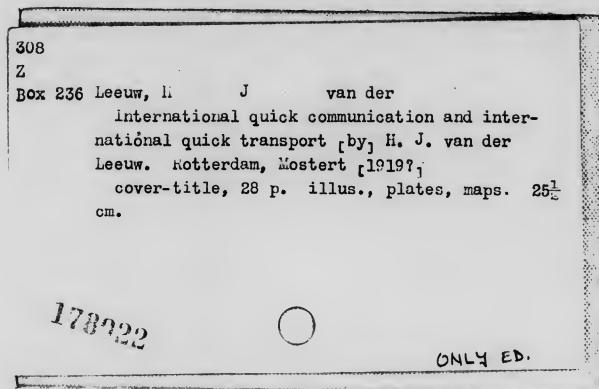
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**INTENTIONAL  
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**INTERNATIONAL QUICK  
COMMUNICATION**

AND

**INTERNATIONAL QUICK  
- TRANSPORT -**

H. J. VAN DER LEEUW.

— VI —

## VII Rotterdam Theses with Proofs.

### I. Rotterdam is the Centre of Commerce and the Shipping Trade.

#### PROOF.

Take your globe. Put the point of your compass on the spot where Rotterdam is situated, and draw a circle of which the radius reaches to Vienna; then the importance of Rotterdam as commercial centre strikes the eye at once.

### II. The appointment of a world president for the regulation of the principal factors of the international quick communication and quick transport is urgent.

#### PROOF.

- a. A small country like Holland should be the first to be taken into consideration, and especially in view of such a country containing the germs of war within its borders in a less degree than other lands.
- b. Peace without universal free trade is a shorter or longer armistice, but can never be a lasting peace by which disarmament might be possible.

Rotterdam knows best that Holland is the best country to be considered as above. Through free trade we shall become here an emporium of world products, whereby the interests of all nations would be advanced. Proofs are also to be found in my pamphlet: Restriction of the Ill-results of War, in the article entitled: Universal Free Trade as Preventive of Regicide and War. A striking proof is that since February, 1917, 3 emperors and about 20 royal crowns and dynasties have been lost, as well as the presidency of Portugal, etc.

- c. Free Trade for our colonies would include the interests of all nations.  
Freedom is the best army!
- d. In proportion to our population more Nobel prizes have been awarded to Dutchmen than to others; in regard to the number of illiterates too, we belong to the group of the highest standard and as to inventions, it is the same, and as to our coin, we have the most scientific system.

The penalty of death does not exist in Holland which was one

of the first to abolish it. The reason why it has not been abolished in U. S. A. and England is that a good deal of Philosophy is needed to see things that are too near. I am certain that the President WOODROW WILSON, being far away from home, will see now many things of his country, which he could not have seen before on account of said reason.

And Further:

a. Law about contagious illnesses which are to be announced at our house door, the "Royal Palace" not excepted. I should say it can not be more Republican in the true acceptation of the word.

b. The strictest laws possible as to the safety of our steam engines, being a good example even to many a great nation.

c. Another good example is the most scientific coal-mine of the world. Worth examining by the seven most powerful nations.

d. Lately the best assistance to inventors. In Delft there is an advisory committee that assists inventors. It saves much money that was thrown away before.

e. Wisdom, inventions and love.

These three working in sympathy together can be considered as a new, wise culture that will bring the inhabitants of a nation more together. Likewise different nations. It works as the introduction of a League of Nations, the amalgamating of nations. See "Aza".

f. We Dutch always received in our country those that were persecuted in other countries on account of their convictions that were not in agreement with those countries, whence they had been expelled on that account.

g. We have a Republic with a Royalty and a high standard of Justice, a gentle Queen with a great feeling of Her duty, but able to be stern towards those that prefer to go the wrong way, when their selfishness carries them too far.

The other day I discovered an improvement of the gramophone, through which an international geography has become a possibility.

Professor Mr. Dr. A. HERINGA, Wageningen, wrote: Electric World Communication, Free Trade and Protectionism, in which it is demonstrated that free trade is advantageous for Holland, even if we stood alone in this respect.

III. The world traffic's most powerful supporters are telegraphy, wireless and the telephone. (A means of seeing by a similar system has nearly been invented).

PROOF.

A better proof than that given by Prof. HERINGA in his work: World Quick Communication, cannot be furnished by me.

IV. International quick transport by airship, and cheap electric world railways afford the most effective means of communication between countries and islands, so that, in a figurative sense, the earth becomes at least two thirds smaller. (Read R. I. W.)

PROOF.

Whatever we may say of this war, one advantage of it is certainly this: It has considerably promoted the science of aviation, the progress of which we see already in the use of aeroplanes for passenger and postal service, both in Europe and America; nay, more, we see already, in contradistinction to international hatred, an understanding by which the plans for a league of nations may in *the future* be realised.

V. A large international airship is bound, by the natural course of things, to bring about a very considerable change in the state of affairs all over the world.

PROOF.

a. The thousands of islands on our globe that have no inter-communication except by means of ships.

b. The three million consumptives per annum who require a quick, easy and cheap means of transfer to districts suited to their complaint, unless my remedy against consumption, treated of in my pamphlet: Restriction of the Ill-results of the War, succeeds in practice and be confirmed in theory.

That is: Cod-liver oil as vehicle, with a minimum amount of cinnamon.

In the laboratory experiments have shown that the tuberculosis bacilli are immediately destroyed.

Seeing that I cannot judge as to the dose of cinnamon, for each case is to be taken apart from the others, it is necessary to consult a medical man.

A discussion on this subject is also desirable, as I hold that three months' use of cod-liver oil is a good preparation. By this means anyway all the pores are thoroughly saturated with the fatty cod-liver oil, so that one can then proceed to the seven months' cure with the mixture of cinnamon (by preference Ceylon cinnamon) (and taken from the sunny side).

- c. The Chinese who, in spite of the great expenses, still continue to desire to be interred in their own country and in a particular spot, as also the Mohammedans who wish to rest in the holy soil of Arabia.
- d. If we start from Rotterdam at 6 a. m. we can, at a speed of 200 or 300 kilometers, easily cover the distance to New York, viz. 5615 kilometers, so that we can dine the next day in the latter city.
- e. Owing to the accelerated means of traffic the desire for the metric system of weights and measures will continually become stronger, and especially in reference to the following countries: Russia, Servia, Montenegro, China, Japan, Mexico, Great Britain and Ireland, Australia, the Cape Colony, the United States, Canada and South America. (The Anglo-Saxon has already announced a change.)
- f. The *only possible international coinage system* is that of the North American dollar, thus also for England, Russia and China. For the 100, 50, 25, 10 and 5 dollar gold pieces, the affair is simple enough, but in regard to an international system of small coinage, things must be so arranged that there is always a supply of the real metal value in hand.

This is only possible by an admixture of gold with inferior metals, such as nickel and aluminium. The pieces of 1,  $\frac{1}{2}$ ,  $\frac{1}{4}$  dollar, 10, 5, 1,  $\frac{1}{2}$ ,  $\frac{1}{4}$  cent, must therefore be coined in accordance with this principle. To be able to judge how a minimum quantity of gold changes the colour of a metal, one only need compare the two choir gates of Utrecht Cathedral, the difference being due to the fact that in the *one* a minimum of gold was used. As we know, aluminium can be hardened to a high degree by a slight admixture of antimonium. False coiners cannot imitate this for the following

reason: The colour, a definite hardness, a definite weight, and the die executed by a *great* artist, prevent this.

- g. Another result must be: A world code of commercial law.
- h. The English language will be most used, especially along the coasts. Many years ago at a congress of merchants, Spanish was selected on the ground of the simplicity of its grammar, but then the same can be said of Malay or Esperanto (which are even simpler).

The greatest force and influence, backed up by large capital, has till now been the deciding factor in such matters. Will the future reveal the triumph of wisdom, invention and love?

- i. And now a few words about the airship, the photo of which shows that there are 21 screws turning horizontally, besides that there are 12 propellers, taking 3 directions, as follows:

- a. horizontal, to assist in ascending;
- b. vertical, in front, as propelling power;
- c. d° at the back, to obviate the danger of collision.

This latter arrangement has been added on further reflection, though it does not appear on the photo.

The 3 screws on the front part produce the forward motion of the ship. In view of the great speed the pilot must be in a look-out tower of glass, glass unbreakable and not liable to become clouded. The steel driving planes are inside, and moveable. As to the motive power, this is a liquid explosive of very great strength, the addition of 1% of this liquid, doubles the strength of benzine.

For greater power stronger machines must be built. On the way of course the supply of benzine cannot be renewed, especially in the case of long sea-voyages.

The airship is half made of thin strong steel, with rain-proof material at the top. Everything to be painted white, this being required with a view to making it invisible in *daytime*, and the dark shadow must necessarily be consumed, which thus disappears.

For this purpose there is a cuniform electric lamp pointing downwards. This is connected with the ship by 2 long aluminium tubes of which one contains the electric wire, and the other 2/3 cords attached to the glass discs used to cover the light.

Now when the sky is blue, the part painted blue is put in front, and so on.

He who stands on the earth, at say 1000 yards' distance, and looks in the direction of the ship, thinks he only sees the sky, an optical illusion due to invisibility. This system can also be applied to vessels, but only temporarily and for a short time. In any case it is a form of defence very well adapted for our Insulinde!

A technical man, from this description and the photo, could make a large model of the ship, which I cannot attempt in view of my age and the expenses.

The object of the invisibility is also that of demonstrating to governments how suited to smuggling such a ship can be. The main object is to promote free trade, and as consequence thereof, universal peace. The landing of this airship is not necessary, because there is enough benzine on board for the return voyage, and the cargo is thrown down with the aid of parachutes at a place known to the consignee.

This electric illumination can also be used at night, but then the cone is covered with a pane of glass on which a flame is painted, so that the whole ship appears in flames and is thus protected against collision. It is perhaps superfluous to add that additional cones can be fixed on each side of the ship, should this, in practice, seem desirable.

It speaks for itself that there must be a painter on board to indicate the various shades of colour to be in harmony with that of the sky. Should 100 shades turn out not to be sufficient, a third glass disc can be used, and with 1000 variations of colour we shall have all that is required to cheat the enemy. Moreover another device is that of camouflaging the ship as drifting clouds.

The ship is *inaudible* provided the same well-known means are applied as for the firing of noiseless guns. The air waves are simply neutralised by counter-movement formation.

Anyone wishing to make world trips with a large model airship, e. g. from Rotterdam to New York, or from St. Francisco to Pekin, must bear in mind, that, beside a world coinage, world weights and measures, it is absolutely necessary to have a World Geography, even if only for quick travellers and aviators. A knowledge of the names of countries and towns is to my mind the minimum to be expected of quick travellers. — In this respect

the following should be noted: I start on the principle that one should spell and pronounce all names of countries, communities, mountains, valleys, rivers, lakes, gulfs, seas, etc. as this is done in the respective countries by the inhabitants. No one has the right to give to a geographical position another name than that used by the people who live there.

What happens to us abroad if we ask for a ticket to Vienna? — The booking clerk replies that the place is unknown to him.

For example, Switzerland has 8 different names in the better-known languages, which is enough to reduce the aerial passenger to a state of despair.

Now as to the pronunciation.

The gramophone could re-produce the pronunciation perfectly, but it seems to me that, as things are at present this pronunciation is *not* sufficiently distinct.

When I the other day heard our national anthem „Wien Neêrlandsch bloed” rendered by the gramophone I was amazed to observe how *clearly* the wind instruments were heard in it. If now an inhabitant of the country in question, with a loud voice, spoke the said name distinctly into the receiver, it strikes me that much would already have been gained, but if he uttered those words through a blown glass, then it can not be doubted but that what we desire would be attained. It is needless to say that metal trumpets vibrate too much and are therefore too indistinct as a means of giving this instruction. Cast glass trumpets are too porous. This is very apparent in the case of plate glass window panes, which in stormy weather admit draughts, and even snow.

It is highly probable that the aviator who must know just a little of many different languages so as to get on anywhere and everywhere, will also be able to procure gramophone plates, with which, by self-instruction, he can make such progress that he will soon be able to make himself understood, in regard to his own technical terms, in very many different languages (very suitable for Delft and Rotterdam Universities).

Just as in the case of geography, it must be exclusively natives of the countries in question that give the pronunciation.

Aviation oil. In the future a new science will arise, viz. the ability of liquefying explosives and supplying them in that state, either by admixture with benzine, alcohol, or other less powerful liquids.

As soon as liquid air becomes cheaper it is desirable that a machine for it be invented, e. g.:

A glass house round the engine, so that the air can no longer be affected by extreme cold, arising from evaporation, for this is anyway pumped out by the air pump.

*Electrones.* The receiving of the electrons issuing from the earth, or rather the means thereof, for application to aviation as natural motive power, has not yet been invented. They might perhaps be taken up by copper plates or by tubes bent in the course taken, and then the *whole* problem would have been solved, for then the aviators would never lack "power". (Suited for an international prize problem.)

*Fish Spy.* (See photo.) This represents a submarine map. After a long conversation with a competent fisher I came to the discovery that an unsuccessful invention for a different purpose might suddenly double the fish catches all over the world. At each division of the sea bottom a life buoy is to be thrown out, provided with a flag. This is to mark where the next fishery is to commence. The idea of such an invention makes my mouth water. (Fish always live at the greatest depth.)

VI. One of the most urgent things is the putting into execution of the cheap electric international railway communication, (see the 5 electric lines along a series of power stations in my pamphlet "Restriction of the ill-results of War"), viz: Africa, Europe, Asia and by means of 2 tunnels, England and North, Central and South America as islands: Tunnel Calais-Dover about 23 Eng. miles, £16,000,000 = fl. 200,000,000.

" Behring Straits " 46 " \$160,000,000 = fl. 400,000,000.

These two outlays would be entirely covered by the discovery named "Columbus' Egg", my inventions 1, 2 and 3, so that the expenses would be nil. As a result, famine would be unknown in the future!

#### PROOF.

Seeing that it is, alas, far *from certain* that *universal free trade* will soon be introduced, it is not impossible that there may be an "electric warfare" in the near future.

One thing, however, I should like to render impossible in the future, and that is famine, especially for non-combattants.

It is thus too a matter of urgency that I wish to see the cheap electric line put into work, or at least commenced at once, if need be, by application of Aza, No. 28 (Aza-Prévention of Revolutions).

The connection of Africa, Europe (by tunnel with the island of England), Asia, by the Behring Straits tunnel with North, Central and South America, there you have a line connecting the whole of the so-called continents of the earth.

The regular boats plying between Corea and Japan bring Tokio nearer, while the lines between the Malacca peninsula and Sumatra, and through the Sunda Straits to Java, might still lengthen out the electric world line. Australia can act for itself on the same principle, but it is too remote, me thinks, for any kind of so-called ferry service, and will have to direct its attention more to international aviation, which will be in the future quicker (and perhaps more profitable) than any railway, but it will continue to be unsuited for the heavier, bulkier and less costly class of goods, especially if the prices of these goods are low. Gold is heavy, but for air transport as indicated. As appears from half-a-dozen of the maps in my pamphlet, the electric line can only be conducted along a series of *power sources* (coals, brown coal, petroleum, waterfalls, sun-power, streams, tidal power etc.) This saves *enormous* sums for the *conveyance* of coals, etc.

It has been proved scientifically: That one and the same amount of goods requires less traction power with half length and double breadth of the train, than in the case of a train with double length and half breadth. Therefore I hold it for economy to prefer the double breadth, the more so as 2 loaded trains can stand next to each other on the flat trucks and on 2 continuous rails, so that loading and discharging are the work of a moment. By means of curved rails laid on ordinary lines the trains can follow their course along all existing railway connections, the latter being partly electric.

That this double breadth line, say of 3 yards, can also carry, to a certain degree, loaded broad trucks, etc., speaks for itself.

In consequence of the rails lying 3 yards apart there exists an opportunity for the use of mono-rail lines, in which case the consumption of power is indeed considerable owing to the presence of the gyrators but this would not be an insuperable obstacle, as power stations would be everywhere close at hand.

The speed of the electric mono-rail would be simply amazing; it has been given at 300 kilometers per hour.

There are various inventions not applicable to ordinary railways, because they would still have to be introduced everywhere, but in regard to the broad rails this is quite practicable.

Last not least, a third rail even could be added, so that even if the traffic were originally small, the transition could be effected so much the cheaper.

By *cheap power transport* enormous saving is effected too, and in view of the existing project of building a new line from Alaska to the Straits of Magellan, and of the conviction of the value and cheapness of the future electric lines, this long line will assuredly be laid down on this principle.

The 2 tunnels above referred to have been taken at pretty nearly the proportionate price, and it is evident that that of the Behring Straits is of double the length of the other, which fact will be no obstacle for a country like America.

By the supply of electricity to Asia these outlays can be covered too. This is of especial application to the Calais—Dover tunnel. All English towns can now get their electric power direct from the mines, and the surplus goes to France, by which transaction the expenses of the making of the tunnel are thus covered.

Between England and Holland there are, according to the government report, coal seams to be found at a *great* depth. That any prospect of famine in future is excluded, even if we can no longer rely on the shipping element, is, it seems to me, quite evident on glancing at the map.

Let us again in conclusion express the wish that *common sense* may triumph and universal free trade be introduced as the best and only means of obviating warfare.

All other means are mere trifling, self-deception, misconception of experience and science. Let us trust that our Holland may afford a striking example, and in the trend of the three manners indicated by me for this purpose, and of which the most practical is probably that in which H. M. government could coöperate so powerfully, by a suitable application and employment of the functions of our ambassadors.

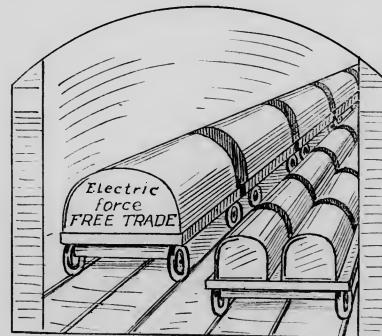
### Explanation of the Calais—Dover and Behring Straits tunnels.

They are to be made for the broad gauge, but a third rail renders the line usable with the ordinary gauge. By the use of a double track the trains can run in both directions simultaneously.

In the thickness of the walls there are two hollow spaces opening to the front. About  $\frac{1}{5}$  Meter or yard.

Therein lies the "Columbus egg" that is to pay for the tunnels.

The height taken is meant to obviate any danger of fatal accidents, such as might arise from any circumstance whatever.



VII. Three of my inventions, which have been investigated and approved by scientists, I name: Columbus' Egg, and by that means electricity can be 50 to 75 % cheaper.

As consequence the "Social question" can be solved without ill-results for the employers, and that by means of evolution, not by revolution or strikes. (Read Aza No. 24, pp. 14—17 and No. 27.)

PROOF.

How have I come to this knowledge, and how far does my evidence go?

When LOURENS JANSZOON KOSTER dropped his A, trod on it by accident, and raised it with his hand, behold! there was the invention of printing! But... Koster was a genius, I have once heard said!

Some three years ago the thought suddenly entered my head: How can we transfer the greatest discoveries of our age from the laboratory to the world of practice?

I am no university graduate, but the affair is so simple that if I propounded it to you, I know beforehand what you would say, and that is: "Is that all?" and in the main that is indeed all, but it is just on account of this simplicity that it is so easy of application and execution.

Three years ago the cost of this by-product, required in large quantities, was still too dear, but now, now that by a little "factory trick" I can get it for next to nothing, this apparently insuperable obstacle has been overcome!

Led ever by the desire to recover the enormous war expenses, which, direct and especially indirect, I estimate at a total of:

One billion of marks, francs, shillings or quarters of dollars, by means of a practical invention.

Something astounding must make its appearance, something out of the way, for in the ordinary course of affairs or by any local events, such sum or sums cannot be recovered. There was thus no hope that the whole earth with its inhabitants, now 1,750,000,000, would coöperate energetically (this is surely the whole secret), in turning what seemed an impossibility into a possibility.

The cheap, rapid and safe connection of all parts of the earth, in which each and every one would do his duty as a man, however and wherever, is the grand project through which we leave the middle ages, to enter the already half opened gates of the new age, to

behold the period of enlightenment, of electricity. Much that has now grown mouldy must disappear, not by revolutions and strikes, for these must now be things of the past, but by evolution, through men who are superior to us in wisdom; by means of happiness, genius, the study of inventions, by means of that love that each must bear to his fellow men.

This cannot exist without harmonious coöperation on both parts, thus no leaning whatever more to one side than to the other, nay even double the qualities that are there: free, frank and sincere discussion, and never forgetfulness of what we Dutchmen with our moderate ideas can combine so excellently with: Give unto Caesar what is Caesar's.

The most dangerous portion of humanity must, in one way or another, disappear, and the ignorant form that most dangerous portion. They generally do everything wrong, simply because there is no opportunity for them to improve by reading or writing. In epidemics they spread the sickness by their ignorance; they do not know order and duty, for where could they have learned them? They are always being taken in and then become more and more embittered against those placed above them, ending their days in a so-called house of correction, drink having done the rest.

To our fellow countryman Prof. KAMERLINGH ONNES, of Leiden, we owe the study of liquid gases, including Helium, perhaps the most interesting. As far as I know these studies have stuck fast and remained in the interesting domain of learning, the laboratory. We know that the evaporation of liquid Helium causes an extreme cold, and we business men should say that it is very useful for conducting an increased quantity of electricity along the electric wire, whereas the scholar only speaks of "removal of resistance". "Conducting more electricity" we can interpret by: Using less copper than another man does, without that cooling of his wire as electric conductor. The practical man will now enquire how he can employ this cold constantly otherwise than by enclosing it in an endless tube, and in such a way that the degree of cold does not decrease too quickly, so that protection is necessary by coolness or cold conduction, which necessarily involves the digging in of this tube or apparatus.

The surroundings, however, must be such as to be proof against

dampness. Subterranean life is fuller of movement than one uninitiated would imagine, which is proved by the birds picking up a long fat worm to satisfy their gastric instincts, half the said worm being taken away for their little ones.

But this is not the end of the matter, for His Majesty Helium never takes a walk just there where his presence is most desired. An air-pump at the extremity produces a sucking tendency to invite the substitute at the opening to enter, and the Helium complies with the forced invitation, and all appears to be in order. Through the gas-pressure it may be that the pump is superfluous. The "but's" in experiments are like graceless young ladies who shake their heads 605 times but at the 606<sup>th</sup> time have become quite powerless to be wrong-headed, so that the victor jumps over the table with joy.

Now thinks the outsider that rest has come at last, for the victory is sure now. Quite wrong again; he has gone to bed at last but cannot sleep for joy, and is moreover troubled in his joy by the tormenting thought that the wire is not supported anywhere and works badly on the damp or wet ground.

The second or third night a kind of china support is discovered, but that is far too costly to pay. The next idea is a little copper ring with three legs of same, but this is too dear too. Imagine 600 kilometers' distance! How much copper is wanted! After various new tests this idea is given up as an excellent one for the laboratory, but too dear in practice.

Now suddenly up pops another idea one day that insists every day more pressingly on application. A *copper tube* is taken and with the well-known look of victory destined in pieces for experiments. Now there are no supporting pillars necessary, for the walls are themselves endless conductors, whose working with Helium is being investigated. Finally the price of Helium is found to be too high, as *things now stand*. GEORGE CLAUDE's book: *L'auréat de l'institut, "Air liquide oxygène azote"* comes to the front. Prof. LINDE, of Berlin, works in coöperation with CLAUDE, of Paris, and the book has a *Préface* by Dr. d'ARSONVAL. All teems with enthusiasm for the future. Liquid air has a *grand future*, but the men of the future, with their prospects, have already cost me more than ten thousand pounds, a reason why I believe all, but do nothing, and have no

longing to earn money on "futures". Convinced inventors are dangerous people; 70,000 think they are right, and 350 thinkers are right. Unfortunately I know all about it, for I happen to be myself one of those much to be pitied beings, who have no rest or peace till they have "*found out*" something.

And I have found out something! Hip, hip, hurrah! and once again, hurrah! The sleepless nights, they were not so very nice, but yet there was some use in them, for all stands clearly before me, clear as crystal — the electric railway, the electric works — all!!!

The copper tube has *not* yet been *applied* by *anyone*, said Dr. SNOEP, you are anyway the *first*, but I must publish the above, because it does *not* pay. The second stage, which *does* pay, must for the moment remain unrevealed, until the paternity, as described above, can be completely made known. Only then can I give away. The envelopping with a preparation of turf renders to thousands and thousands of unemployed the service of a metamorphosis into workers. What further envelopping is necessary, besides strawboard, is really quite immaterial, provided it be cheap and lasting.

On consulting the map of the cheap electric world railway one sees that the work can be begun simultaneously in all countries, after due investigation as to whether the invention can be put into practice, for on this head proof against the unbelieving Thomas is a welcome and principal factor.

So now we must still have the recipe for the powerful aviation oil, or must I also wait for that till free trade has been acclaimed by this world conference amid brilliant festivities, so that a new war may be regarded as the most unlikely of events?

Purely financial questions on a large scale are not so difficult to solve as one thinks; the cleverer the adversary or authority, the sooner can he be convinced.

I can prove that the solution given above is the most profitable for all parties, especially too in view of the fact that the money-lender will have, in his own immediate surroundings, *brilliant sources of income*, which till now have lain quite fallow, as proof that this statement must be new.

Liquid air being too dear, a fact stated by Mr. GEORG CLAUDE,

of Paris, in the preface of this book: Air liquide; Oxygène Azote, I, as a merchant and formerly manufacturer, started looking for a means of modifying this obstacle.

Knowing that azote taken from the air is used as a fertilizer, when combined with calcium, it struck me directly that here was the real thing.

If I consolidate azote in the way it is usually done in Sweden and Norway, I can sell any quantity (but without any idea of making profit by it), so that oxygen will cost hardly anything.

When oxygen is brought into contact with copper, then of course it produces oxidisation. To obviate this I line the inside of the copper tube either with lead, glass or white-lead. There is a possibility that silvering and gilding the inside would be effective, and not too dear, if covered with varnish. The cheapest way to keep it away from the influence of oxygen will be the best; anyhow it must be a good conductor of heat and cold.

For the exterior of the tube insulators must be used as in the new method of manufacturing turf that is found in large quantities in Germany, Holland, Scotland, etc.

If I can get more money for oxygen I can reverse the matter, for I can make use of liquid azote just as well, because I merely want its refrigerating power.

Helium would be still better, but till now it has been too dear for this purpose. The inventor, Prof. K. ONNES will know more about it than I.

As any chemist knows, the evaporation of liquid air begins with the azote, leaving aside the oxygen.

I am very happy that the practical common sense that every manufacturer ought to possess, led to this discovery, which, I hope, may conduce to the: Restriction of the ill-results of War.

25 January 1919.

P. S. Sleepless nights — alas! — I fancied my work ended . . . , but I am still tormented, for the word "Helium" appears ceaselessly before my mind, though it be but in a half waking state; yes, I know that Helium is an element that has at last cured the nitrogen of its conceit with argon by demonstrating that it is no longer an element, as I had wrongly learned in my youth. It was as if I heard the warning voice of a KAMERLINGH ONNES, whom I yet had never seen or heard. Was I to believe in the transfer of thought? Does he mean to reproach me for stopping on my journey and to tell me that I must render unto Helium what is Helium's?

After all that has been written, Helium, for me, fulfils the same roll as oxygen, by development of cold, and that without the disadvantages connected with the latter. Last not least, argon with nitrogen, thus without helium, is for manuring, like nitrogen itself. Why not then take the better, nay the best? The more so as I can sell the oxygen at cost price now (a manufacturer's trick).

Stop! printers stop! this must be added. And the voice of the printer's foreman answered simply "too late".

But this is the most important part of my demonstration!

Foreman. Then it must form the postscript.

Henry. But that won't do.

F. Young ladies always do it.

H. But men never.

F. Anyway it is too late.

H. Very well, then we shall presume that the example of angels may be followed.

F. And so the order was given by the foreman to his subordinates. General protest followed: It was too much work.

H. Was it too much work for me when I replied that I could solve the social question, and that without disadvantage to the employer?

"Work" is the watchword of the future, and if the method of working is properly organised with diminution of the unproductive power with co-operation free from jealousy, in the enjoyment of our so highly appreciated liberty that we have possessed in an ever increasing degree for three centuries now, then we cannot hanker after a republic, for surely we possess one by, for and with the House of Orange. Welcome, Helium! Hail to the Electric Application! Long live the House of Orange!

My thoughts turn involuntarily to the words of SCHILLER:

The work we solemnly prepare  
Beseems an earnest converse well;  
Kind words make toil's hard visage fair,  
And labour's weariness dispel.  
Thus weigh we now, as fits the wise,  
What by our feeble strength is wrought;  
For who would not the wretch despise  
Machine-like toiling void of thought?  
'Tis this adorns the human race,  
For this man's power to understand,  
The semblance in his heart to trace  
Of all he fashions with his hand.

(LAMBERT.)

F. And now let us get to work, men, for then the foreigners can say:  
He has toiled like a genuine Dutchman who dropped 3, nay 4 anchors  
during the storm.

### Chemical Motive Power.

One of the new liquid explosives for driving motors, as applied to Large Model Airship to the United States.

The explosive materials employed up to now were chiefly: benzine, petroleum, benzol, and even alcohol has been used for such purposes.

At Baltimore the piles for a grain-elevator have been sunk by means of gunpowder, but this has not been repeated elsewhere.

Nitrates are mostly extremely explosive; we need only to think of nitro-glycerine, and there is thus always a possibility that cylinders burst, when they have to bear strains such as those produced by the explosion of nitrates in general and in cases of a pressure of 1200 atmospheres and more. All this is a matter of fact whenever we make use of the materials in crude condition.

Now, however, we possess the means of weakening the force of the explosion of these materials at will in this way:

By the solution of the materials in ether.

Starting from this point I have attained to the making of a material that represents easily 2 to 30 times and more, the force of benzine. For this purpose I have employed methyl and ethyl nitrate, substances hitherto little known in organic chemistry, but which, especially the first, have a high degree of explosive power. These I dissolve in ether, as the latter possesses the property of forming with air an explosive combination, so that by this means I increase the effect of the said nitrates.

The effect of ether ( $C_2 H_5 O C_2 H_5$ ) which is known to every one who is acquainted with chemistry — there arises alcohol that turns into acid formaldehyde together which hydrogen peroxide ( $H_2 O_2$ ) — Now:

Hydrogen peroxide is a means of oxydising, and this the nitrates of alcohol are not proof against; and they dissolve into various gases, as  $N O_2 N_2 O N$ , steam, etc.

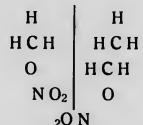
### PREPARATION.

The substances required for industry we must, in view of the cheapness, make from ordinary methylated Spirits, a mixture of  $C H_3 O H$  (methyl) and  $C_2 H_5 O H$  (ethyl alcohol).

We first add a little ureum in order to neutralize the  $H N O_2$  (saltpeter acid) that has arisen, as this would hinder the forming of the nitrates.

Next we must add  $H N O_3$  (or rather a mixture of 1 part  $H_2 S O_4$ , and 2 parts  $H N O_3$ ), and take care that the re-action leads to refrigeration by the reduction to melting ice.

The nitrate thus produced is filtered, poured out and diluted, according as one requires an explosive of 2<sup>ce</sup> the strength of benzine with more or less ether. Stronger forces require more powerful machines. The formula for nitrates is:



which I represent in this manner as very often in the condensation of an ethyl molecule with a nitrate methyl molecule occurs.

To produce an explosive of about twice the force of benzine, it is sufficient to mix the ordinary benzine with 20 % of ethereal solution of nitrates.

It may be that this no. 1 will have to be followed by others, but this is not of such great consequence, for a genius like EDISON had to make 700 trials before he realized that the Chinese bamboo was: The one.

Another scholar had to make 606 attempts before he attained the object of his endeavours (the great Prof. EHRLICH).

Still another scientist (Koch) sought for an anti-phthisis pulmonum and has not yet succeeded, while I, only a practical manufacturer, was successful already at attempt no. 7 (by a fluke).

Whether good luck will favour me so that I can give under no. 1 what I wish, would indeed be a kind of miracle, but I have still some powder that I must keep dry. As said before, one cannot make experiments at home without the most troublesome precautions.

My no. 2 is also at the service of my fellow men in case the above proves impracticable.

---

That a practically useful liquid explosive is only to be discovered with difficulty anyone must acknowledge, but for an aviator to learn the pronunciation of words such as: Tsjoenkwo, Czernagora, Magyarotsag and so on, while a Frenchman can never pronounce "Scheveningen" (nor my name either), no more than an Englishman, and the Dutch words: "Schild" and "Vriend" are equally difficult, to say nothing of our trouble with Chinese words. Musical people have less difficulty in this respect.

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### Theses.

There is a maxim that says that injury done to any one land is necessarily felt by all countries. One of the many proofs of this is: That the decrease of buying power of such a country results in all other countries jointly suffering by it in an equal degree.

I can also reverse the above maxim.

ROTTERDAM, 27 January 1919.

Aza No. 24<sup>b</sup>.

## APPENDIX.

---

ROTTERDAM, 11<sup>th</sup> January 1908.

H. J. VAN DER LEEUW ESQ.,  
66 Calandstraat, Rotterdam.

Sir,

We have the honour, read according to request, to offer you herewith some data which will show you what the expenses would be for the measures of precaution that could be taken in the interest of a workman. We take therefore a certain standard case, and add further some assumptions which are required for the making of an estimate.

We will suppose that the workman is 21 years of age, and that his wife is also the same age, further, that he has a new-born child, and that his family shall still be increased three times at intervals of a year and a half. When the weekly wage of that workman is fl. 15.— (25 shillings), then we think that the following provisions are in accordance with the circumstances of his life.

*Fire Insurance.* When the value of his household furniture is put at fl. 500.— (£ 41.13.4) then the premium would be fl. 1.— (1/8) per annum.

*Accident Insurance.* We take for granted that the workman works at a calling where insurance is obligatory, in which case according to the Accidents Law 1901 (in England Workmen's Compensation Acts 1897 and 1900, Employers' Liability Act. 1880) this provides sufficiently for his wants when he meets with an accident in his calling. For accidents that might happen to him out of his calling, a supplementary insurance will be useful, and that for a disbursement of fl. 1500.— (£ 125.—) should his death be caused by accident, by in case of permanent total disablement by accident fl. 1500.— (£ 125.—) (for partial disablement in proportion), of fl. 9.— (15/-) per week in case of temporary total disablement, and

fl. 4.50 (7/6) per week for temporary partial disablement. The premium for this would amount to fl. 1.50 (2/6) per annum.

*Sick Insurance.* Insurance against illness is to be divided into insurance for medical attendance and for money received during illness. For medical attendance a premium is required of 2 cents ( $\frac{2}{5}$  d.) per week for each child, and 20 cents (4 d.) for the married couple, therefore for the family 28 cents ( $\frac{5}{3}$  d.) per week. For the disbursement of a sick allowance of fl. 8.40 (14/-) per week for the husband, the weekly payment comes to 20 cents (4 d.), herewith must be mentioned that this insurance can only be continued till his 50<sup>th</sup> birthday, and that the payment ceases as soon as fl. 1092.— (£ 91.—) has been paid for sick allowance. Therefore 48 cents ( $\frac{9}{5}$  d.) per week or fl. 24.96 (£ 21.7/5) per annum must be paid for insurance against illness.

*Burial Fund.* When the married couple are insured, each for a sum of fl. 100.— (£ 8.6.8) for which the premium is 4 cents ( $\frac{4}{5}$  d.) per head, and each of the children for fl. 50.— (£ 4.3.4) for which the weekly premium is 2 cents ( $\frac{2}{5}$  d.) per head, then the premium is 16 cents ( $\frac{3}{5}$  d.) per week and therefore fl. 8.32 (13/10/5) will be paid per annum.

*Widows' Pension.* When it is required that the widow shall receive the half of the wages, that is therefore fl. 7.50 (12/6) per week, or according to our system of payment fl. 97.50 (£ 8.2.6) per quarter, and that the premium need only be paid until the age of 65, in this case the period when the old age pension commences, then this premium will amount to fl. 80.65 (£ 6.14.5) per annum.

*Old age and Disablement Pension.* When we take the age of 65 as the period for enjoying the old age pension and that the pension in this case amounts to two thirds of the original wages, so that the disbursement would have to be fl. 130.— (£ 10.16.8) per quarter and that the disablement risk is like that of a hodman, then the annual premium would be fl. 71.86 (£ 5.19.9/5) in which case the reimbursement in case of permanent total disablement amounts to the half of the old age pension, increased by as many eighty eighth parts of the old age pension, as there are years elapsed since the insurance was effected at the commencement of the disablement. Should the disablement occur in the first year of the insurance then the disablement pension would amount to half of the old age pension plus 1/88: should disablement occur in the second insurance year, the disablement pension would amount to half of the old age pension plus 2/88 and so

on. If on reaching the age of 65 the workman is still in the enjoyment of the disablement pension, then this continues and the right to the old age pension is lost.

*Orphans' Pension.* This insurance is likewise necessary if the husband leaves motherless children, as would be the case when the wife predeceased him. In the one case the pension for orphans is a welcome support for the mother during the period of education and bringing up, in the other case it is a provision by which eventually the members of the family, who take upon themselves the charge of the orphans, can be guaranteed a recompense for their trouble and expense. The reimbursement is fixed by us at fl. 24.— (£ 2.—) at the end of every quarter for each child from the date of the death of the father till the 16<sup>th</sup> birthday. When we take this insurance into consideration in connection with the other insurances, then it can be effected for a premium of fl. 36.75 (£ 3.1.3) during 18 years.

Recapitulating, we must remark that the annual premiums cannot be reduced to weekly premiums by dividing by 52, so that we shall in fact make a total of the different sums and then make an estimate.

Accident Insurance...	fl. 1.50
Fire Insurance ...	1.—
Medical Attendance ...	14.56
Sick Fund Insurance ...	10.40 till 50 years of age.
Burial Fund... ...	8.32
Widows' Pension ...	80.65 " 65 " "
Old Age and Disablement Pension ...	71.86 " 65 " "
Orphans' Pension ...	36.75 " 49 " "
Total ...	fl. 225.04
	£ 18.15.1

The weekly wage of fl. 15.— (25/-) requires therefore on addition of about fl. 4.50 (7/6) to provide for all these insurances.

We think herewith to have satisfied your request and remain, Sir,

*Yours respectfully,*  
 (signed) J. F. WESTERBERG,  
 PIET MEES,  
*for the Board of Directors.*  
*First Rotterdam Life Insurance Company.*

The buying power of fl. 1.— Dutch money is about the same as  
\$ 1.— one dollar U. S. A. money.  
1/2 19.

Every effort to spread welfare among the workpeople will fail, unless they try to live after the example of SOCRATES, SPINOZA and KANT.

Political Economy, however important it may be, is only the bridge over which one can reach it.

Political Economy is only then a perfect science and can only lead to happiness when it is combined with Love, Humanity and Virtue.

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## PROLOGUE.

What we Hollanders, especially Rotterdammers, are forced to do in order to modify the effects of political-economical blunders committed by the Entente press in respect to our country.

There is a maxim that says that injury done to any one land is necessarily felt by all countries. One of the many proofs of this is: That the decrease of buying power of such a country results in all other countries jointly suffering by it in an equal degree.

I can also reverse the above maxim.

## PROGRAM for the purpose described.

- A. Germany is being dissolved and re-generated, or born again as "Germania", or "Teutonia", including all the Teutonic or Germanic races, viz. Switzerland, Holland, Flanders, Denmark, Sweden, Norway, a part of Austria, with Vienna, etc. See "Aza" No. 32 and 29, page 1 and 2.
- B. Reciprocal free trade, leading to universal free trade.
- C. The 10 years' labour employment of my invention (Columbus' Egg), for which any quantity of prepared turf can be used internationally.
- D. As much inter-communication in regard to invention as possible, commencing with: Quick Traffic and cheap and electric Quick Transport along the powerstations as coal-mines, oil, waterfall etc.
- E. The establishing in Dutch towns of large "stores" or general shops, beginning with the Germanic articles of the seven countries, thus of Holland all that belongs to Holland, either in respect to soil, climate, custom or any other circumstance.

Let us hope that these stores may speedily sell the articles of all Entente countries just as well as contributing to more and more friendly feelings that may end in the international feeling of humanity and make of the present Hell a Heaven of the future.

F. Half the shares can be taken by manufacturers or shopkeepers, preference being given to the latter, so that they can cover any losses they might sustain.

The selling hours would then be, for example, from 8 to 12 and 2 to 6 o'clock. Happily we are already on the way to diminishing the so-called unproductive forces, which produce an increase of the productive forces, and will raise Holland to a higher degree of prosperity and welfare. (Aza No. 21, anno 1906). Exhibition ships of the seven countries, thus facilitating international visits.

The holding of a so-called miniature exhibition which has already for many years been projected. (A description and model of it I will furnish on sufficient application being my invention.)

G. By the nature of its own interests France is bound to become, in the near, or distant future, a friend of Germania, and Belgium too will join the alliance through the love of the neutrals. The rest will follow of itself.

When England has her tunnel and America perhaps her double fleet, then we can call the English or Anglo-Saxon business men practical.

H. The introduction of the 4-gang system for coal mines in political-economic Germania, merely with a view to securing the greatest possible production, applying the solution of the social question (as in Aza No. 24, p.p. 14-17, 11 Jan. 1908). See above.  
 I. The commencement to be made with all officials, clerks, managers, etc., the termination as speedily as possible with the workmen.  
 J. Abolition of an illiterate class, by way of example for a universal abolition thereof. (Put a high tax on News-papers, and use it for learning truth.)

Europe, U. S. A., Canada, have together 40 % of illiterates, so that one can imagine in what a condition the rest of the 1,750,000,000 inhabitants of the earth are, hence we can say that two thirds show a still worse figure.

K. As far as possible reciprocity of information as to any secrets of aviation in connection with trials as international for the mutual maintenance of order, regulations, security of property, observation of international legislation, etc.  
 L. The doubling of international fish catches, also by means of curing and reciprocal breeding of various finer kinds of fish. (I am ready

to give away my invention in connection herewith; but this is only possible in case of peace, thus . . . universal free trade.)

M. This refers in the same way to motor car and motor goods traffic.  
 N. Introduction of the cheapest screw, but not for all purposes, thus application to that already existing.  
 O. Commencement of the laying down of the electric railway, along a series of Germanic power sources (coal-mines, etc.), and Scandinavian water power (waterfalls), with application of the "Columbus Egg" and Aza, 28, anno 1908—9.  
 P. The new power sources in former Germany, which have been neglected in regard to the study of liquid gases as source of power for electric motors, as also for aviation purposes, E. g. The study of the isolation of the machine by glass, and exhaustion of the air, so that it can no longer freeze (for air that is not there can certainly not freeze!). The only oil that does not freeze in this process is that of Prof. GEORGES CLAUDE, of Paris. (His work on: Air liquide, Oxygène Azote, with preface by Mr. Dr. D'ARSONVAL, in coöperation with Prof. LINDE, of Berlin.) Further: Problem-Essay on the adoption of *Electrones* to be used in international marine and terrestrial aviation.  
 Q. Reciprocal loaning of the newest diamond microscopes, so as to obviate Spanish influenza and other disagreeable surprises.  
 R. International abolition of family marriages.  
 S. International abolition of alcohol (except beer and wine) U.S.A. being dry.  
 T. International use of alcohol for coffee roasting concerns, etc.  
 U. International excavations for gold among the less civilized countries, as Egypt, China, Mohammedan lands, etc., resulting from increased security of property.  
 V. By silvering and gilding and varnishing aluminium, the gold thus suddenly appearing will be used in the industry, wherby a gold crisis, caused by excess of supply, will be obviated.  
 W. By means of international information regarding power sources, and cheaper and more durable aluminium, English coals (except Anthracite), and iron, will in a great measure become superfluous for European consumption.  
 X. The rapprochement of England to the rest of Europe is one of the happiest events of the day, so that the word "the continent" will disappear and "Europe" be substituted.

Y. Lectures on: Wisdom, inventions and love, described as mentioned in Aza are steadily increasing in number, so that love of revenge will no longer be named a Christian virtue. The punishment of the cause of this war is entirely an impossibility, because in the first place according to my opinion there does not exist *one cause*, for there are a *good many causes* and secondly the Hystory writers are still busy finding out the truth of 1870—1871. In the time of elections and wartime the sayings and the facts are two different things, the more so from 2 different standpoints.

Z. The reading of my works is spreading even in Holland, especially now that one can see that "Aza" should have been named: "How to obviate revolution?"

In this collection of 37 pamphlets there is one that is an extract from the most famous work of one of the most famous men of Europe. This number I do not disclose, for it is just my strength.

I have the satisfaction of knowing that when I enquire of a reader: Which number do you like best? another number is always mentioned, so that I can console myself with the reflection that my work can not be so very imperfect.

This consolation is the meagre reward of my well-meant work, by means of which (always in connection with my "Columbus Egg"), I hope to solve the "Social Question".<sup>1)</sup>

1 February, 1919.

1) See above please.

## ONTWERP

van  
een directen electricischen weg

ROTTERDAM via BERLIN, KRAKAU,  
TEHERAN, SOETSJOE, PEKING,

naar TOKIO, enz. —————  
langs de krachtbronnen

(steenkool, petroleum en waterkracht)

met toepassing van mijne vinding eener  
onderaardsche geleiding, waardoor 50 % bespaard wordt.

N.B. Men leze AZA No. 26, 27, 28 A°. 1908, in alle stadsbibliotheeken  
voorhanden.  
Verder in „De Gids” van Mei 1917, het artikel van den Heer  
W. LULOFS over de electrificatie der Nederlanden.  
J. M. STEFFELAAR over de electriciteitsvoorziening van Nederland.  
H. A. VAN IJSSELSTEIJN idem.

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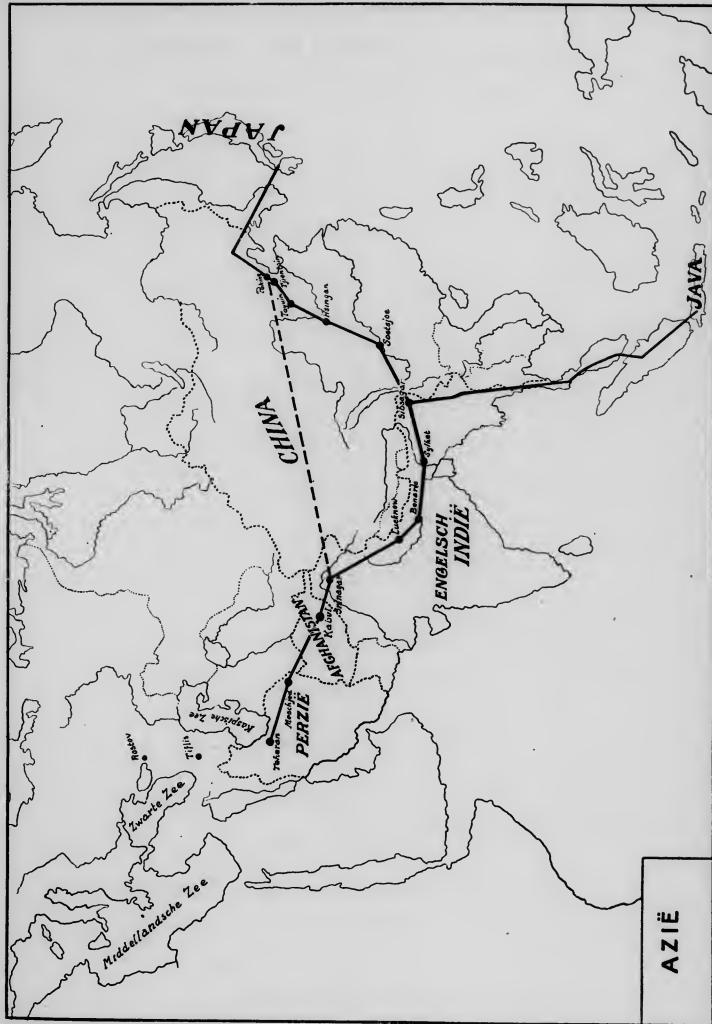
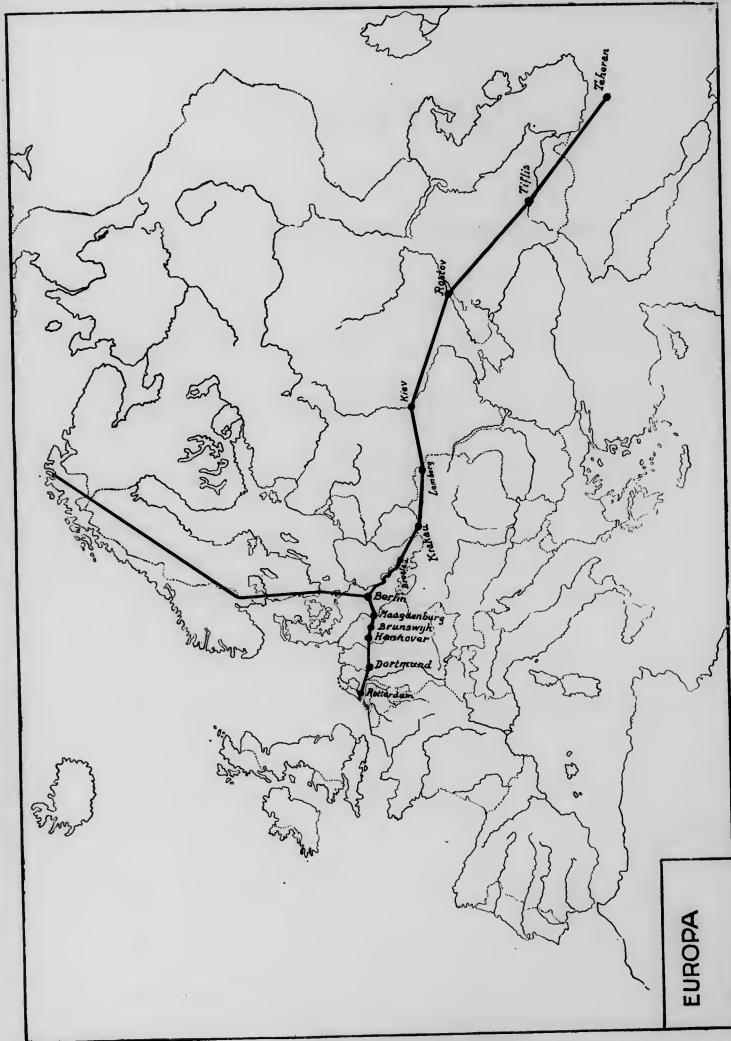
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J. M. STEFFELAAR over de electriciteitsvoorziening van Nederland.

H. A. VAN IJSSELSTEIJN idem.



Hoe men de 1 Billioen Mark oorlogskosten en verliezen terugverdiennen kan.

**Verbinding ROTTERDAM—PEKING**  
**steenkool, bruinkool en petroleum.**

ROTTERDAM .....	steenkool.	TIFLIS .....	petroleum.
DUISBURG .....	steenkool.	TEHERAN .....	steenkool.
DORTMUND .....	steenkool.	MESCHJED .....	"
HANNOVER.....	bij Hannover steenkool.	KABUL .....	"
BRAUNSCHWEIG.	bruinkool.	SRINAGAR.....	"
MAGDEBURG.....	bruinkool.	LUCKNOW .....	"
BERLIN .....	bij Berlin bruinkool.	BENARES .....	"
BRESLAU.....	langs het Oder- dal naar Breslau bruinkool.	SILHET .....	"
KRAKAU .....	petroleum en steenkool.	SIBSAGAR .....	"
LEMBERG .....	petroleum.	SOETSJOE.....	"
KIEV .....	steenkool.	ILSINGAN .....	"
CHARKOW .....		TAYUIN .....	"
ROSTOV .....	steenkool.	TJIENTSJIN .....	"
		PEKING .....	"

Aangezien de electriciteit tot heden 600 K.M. ver geleid kan worden,  
 kunnen de krachtbronnen 1200 K.M. van elkaar verwijderd zijn.

China steenkool voor het meerendeel niet ontgonnen.

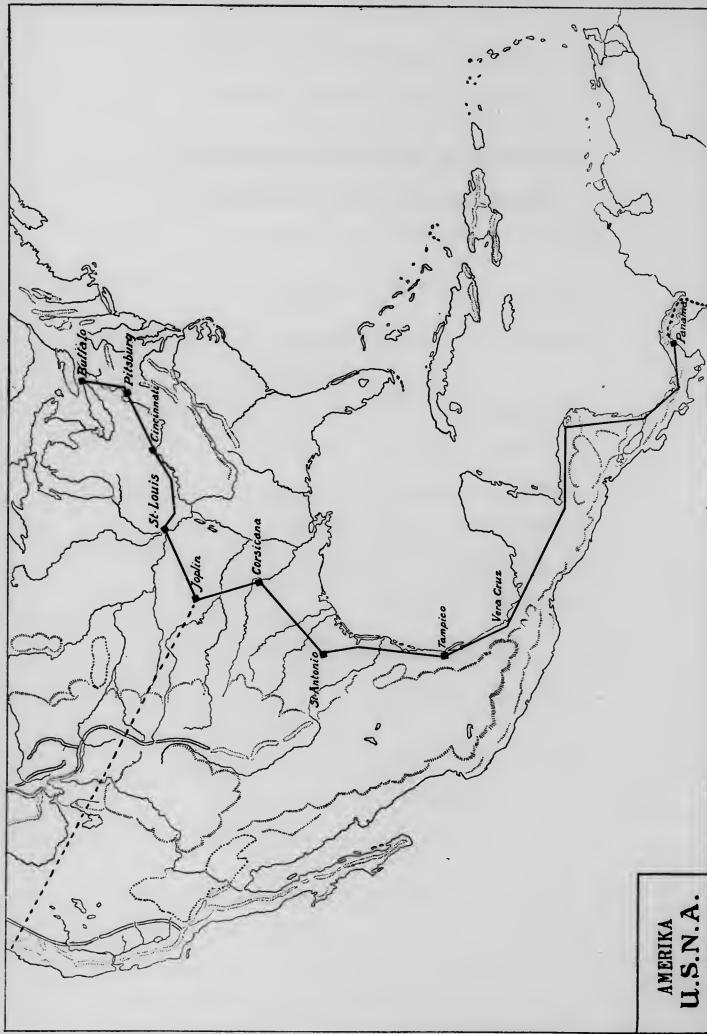
Norge, Sverige en Danmark waterkracht.

Java waterkracht.

**Verbinding NIAGARA—PANAMA.**  
**(Steenkolen, petroleum en waterkracht.)**

BUFFALO .....	steenkool.
PITSBURG .....	steenkool en petroleum langs dal Ohio.
CINCINNATI .....	steenkool en petroleum.
ST. LOUIS .....	steenkool.
JOPLIN .....	"
CORSICANA .....	petroleum.
ST. ANTONIO .....	"
TAMPICO .....	"

Van Tampico tot Panama oostelijk langs de Sierra Madré,  
 waterkracht.



## Verbinding door ZUID-AMERIKA.

(Steenkolen, petroleum en waterkracht.)

---

MARACAIBO . . . . .	petroleum.
ANTIOQUIA . . . . .	steenkool.
GUAYAQUIL . . . . .	petroleum.
RIOBAMBA . . . . .	"
PIURA . . . . .	"
LIMA . . . . .	waterkracht van de Andes.
CRURO . . . . .	steenkool.
SUCRE . . . . .	"
ANTOFAGASTA . . . . .	waterkracht van de Andes.
VALPARAISO . . . . .	" " " "
LEVU . . . . .	steenkool.
VALDIVIA . . . . .	waterkracht van de Andes.
LOS MELLIZOS . . . . .	" " " "
PUNTA ARENAS . . . . .	steenkool.

Langs de geheele westkust loopt het hooge gebergte Cordilleras de los Andes, zoodat overal waar geen steenkool of petroleum voorhanden (of te ver af is) waterkracht van de Andes gebruikt kan worden.

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## Verbinding KAIRO—KAAPSTAD.

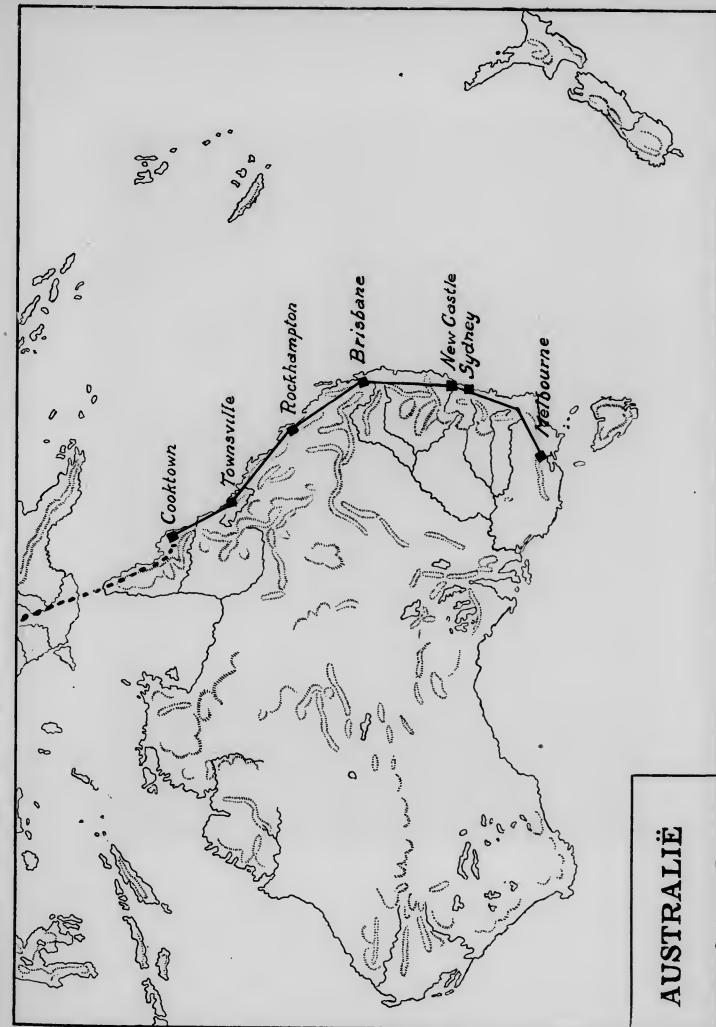
(Steenkolen en waterkracht.)

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KAIRO—ASSUAN—BERBER—CHARTUM	(waterkracht?)
CHARTUM—SENNALAR	. langs Blauwe Nijl, steenkolen.
Vanaf BLAUWE NIJL tot KAREMA	door het merengebied, waterkracht.
KAREMA . . . . .	steenkool.
TETE . . . . .	"
SALISBURY . . . . .	"
Limpopobekken, Tola Azimawatervallen	"
PRETORIA . . . . .	"
DURBAN . . . . .	"
KAAPSTAD . . . . .	"



AFRIKA



AUSTRALIË

De binnenlanden van **AUSTRALIË** zijn nog onvoldoende bekend. In de nabijheid van de oostelijke kust steenkoolbekkens waardoor te verbinden zijn:

COOKTOWN, TOWNSVILLE, ROCKHAMPTON, BRISBANE,  
NEW-CASTLE, SYDNEY en MELBOURNE.

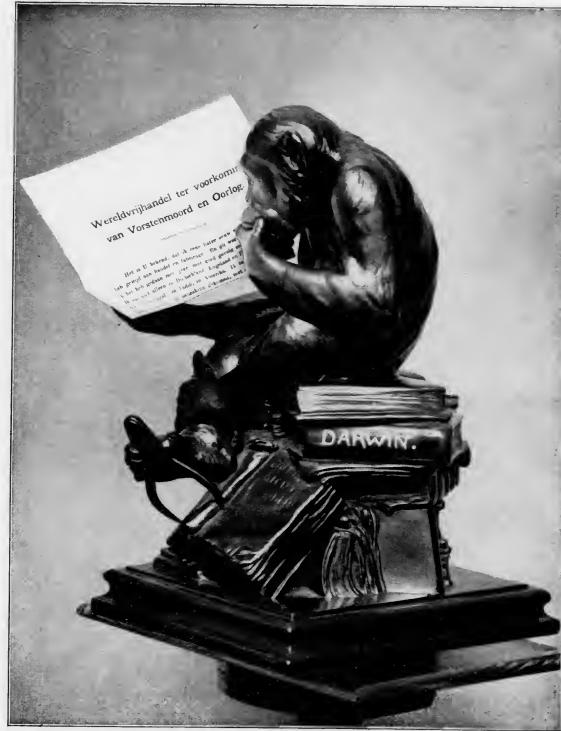


„Ware het mogelijk, dat één macht zich meester maakte van den aardbol, dan zouden er *geene grenzen* meer zijn en dus *geene invoerrechten* en ook *geene oorlogen*.”

„Were it possible for one single power to secure the mastery of the world, then there would be no more frontiers, and consequently no more duties, and no more wars either.”

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### **Anti Phthisis Pulmonum (my invention).**

As the war is over and importation is reviving now, cod-liver oil and Ceylon cinnamon<sup>1)</sup> will be imported again. As said before, cod-liver oil must open the way; during the first three months every morning a tablespoon must be taken so as to penetrate the whole system. Now this quantity works as a "vehiculum" for the cinnamon mixed with it. The months from the middle of July to the middle of September, owing to the heat, only one egg-spoon to be taken, and so on until the patient is cured.

As I cannot fix the quantity of Ceylon Cinnamon, on account of the variety in the cases, it should never be taken without consulting your family doctor. The proof of the pudding is in the eating of it, but the truth of this can only be shown if all, including the most serious cases, obey orders.

I would suggest to the doctor to make use of plums, when such may be necessary, unless he considers other remedy preferable. Few people know that a kind of plum exists which forms an important ingredient in the composition of a certain very strong explosive.

In conclusion I express the hope that practise may amalgamate with theory in the laboratory.

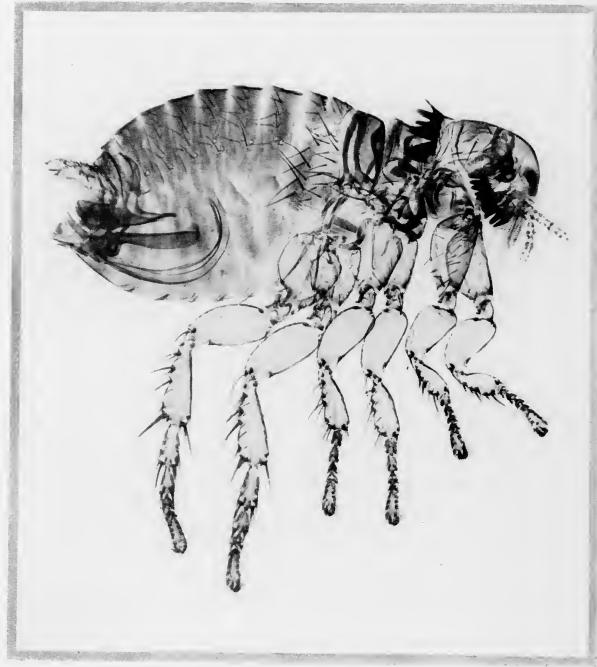
Seeing that 6 experiments were made without any favourable theoretic result, I call this one by the name: "lucky number seven".

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<sup>1)</sup> Only from the sunside.



*Pulex humana (irritans).*



*Pulex humana (irritans).*

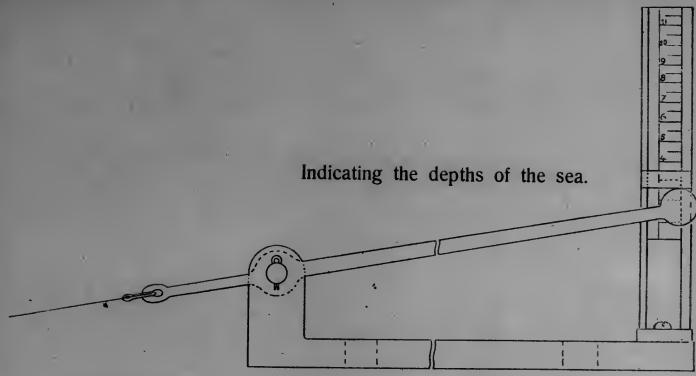
A rat has the plague; the fleas on it are consequently infected too. The rat dies, gets cold, and the insect hurries away, and, by its smelling powers, wants to get on to a warm human body. To prevent this, we have to syringe our underclothes with vinegar, i.e. his enemy, who keeps him at a distance. China is the origin of the plague. Against lung disease there is not yet any known cure.

How did I hit upon the proof? Well, a gentleman in Africa once said he was not afraid of an infected rat; he touched it, and then fell ill of the plague. I was much troubled in public places formerly, but heard (from a painter) that by washing the wood of a house, first in the ordinary way, and then with a bottle of vinegar in a bucket of water, the insects are at once completely driven away.

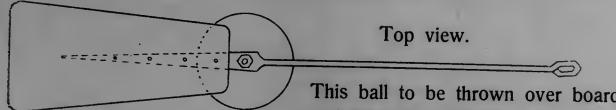
This cure became so well known in the Far East, that one fine day people spoke to me of my own combination as a novelty?

My advice would be to disinfect all public places during a plague by the above means, and of course baths also contribute largely to the prevention.

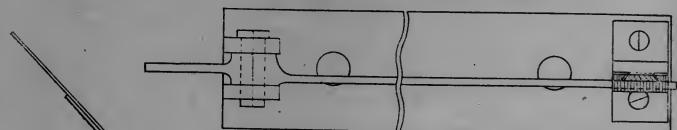
Indicating the depths of the sea.



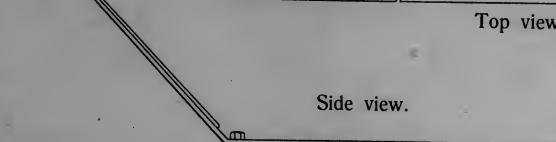
Top view.



This ball to be thrown over board  
and the flat paddle keeps it down.



Top view.



Side view.



Fish Spy.

## INTENTIONAL SECOND EXPOSURE

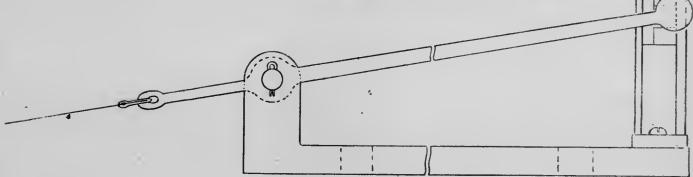
A rat has the plague; the fleas on it are consequently infected too. The rat dies, gets cold, and the insect hurries away, and, by its smelling powers, wants to get on to a warm human body. To prevent this, we have to syringe our underclothes with vinegar, i.e. his enemy, who keeps him at a distance. China is the origin of the plague. Against lung disease there is not yet any known cure.

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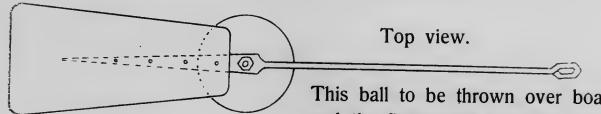
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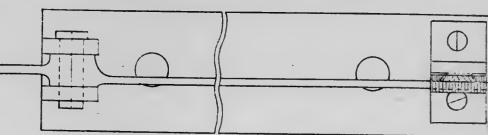
Indicating the depths of the sea.



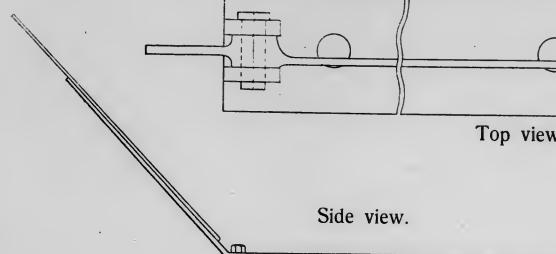
Top view.



This ball to be thrown over board and the flat paddle keeps it down.



Top view.



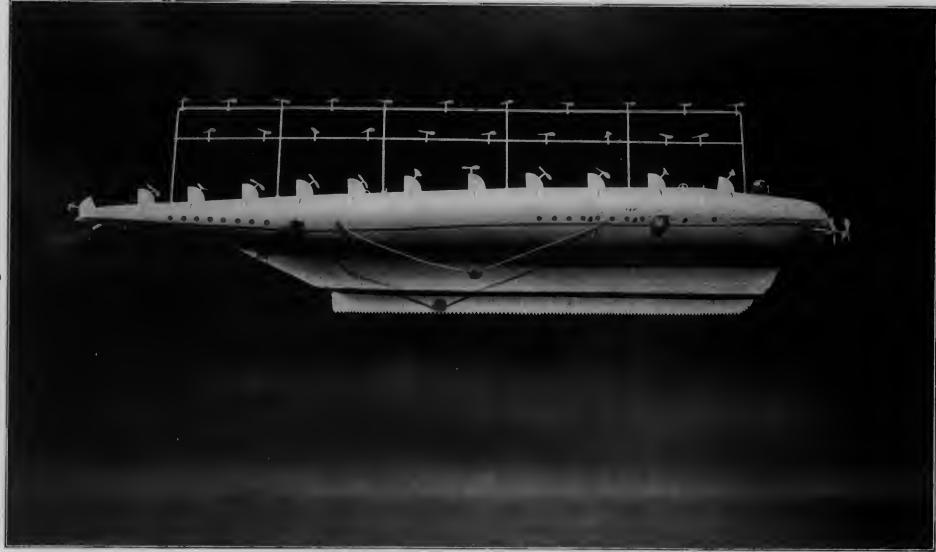
Side view.

Fish Spy.

ball.

## WERELDVRIJHANDELAFDWINGER.

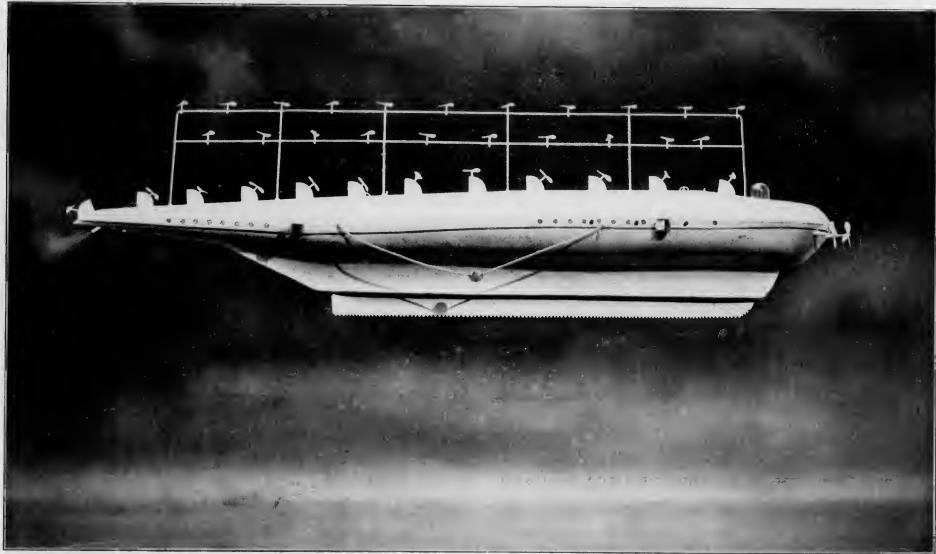
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Wereldvrijhandel = Aequum omnibus populis ius commercii.

Duurzame vrede alleen mogelijk door wereldvrijhandel = Pax constans nulla nisi aequo omnibus populis iure commercii.

## WERELDVRIJHANDELAFDWINGER.



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Duurzame vrede alleen mogelijk door wereldvrijhandel = Pax constans nulla nisi aequo omnibus populis iure commercii.

AZA No. 37, anno 1912.

DE TOEKOMSTIGE ELECTRISCHE GROOTE ZEE-, ONDERZEE-, LUCHT- EN VELDSLAG.



De vloot van het land X bevindt zich links en is onzichtbaar.

De luchtvloot van X, de bemanning en natuurlijk alle onderzeeërs zijn eveneens onzichtbaar.

AZA No. 37, anno 1912.

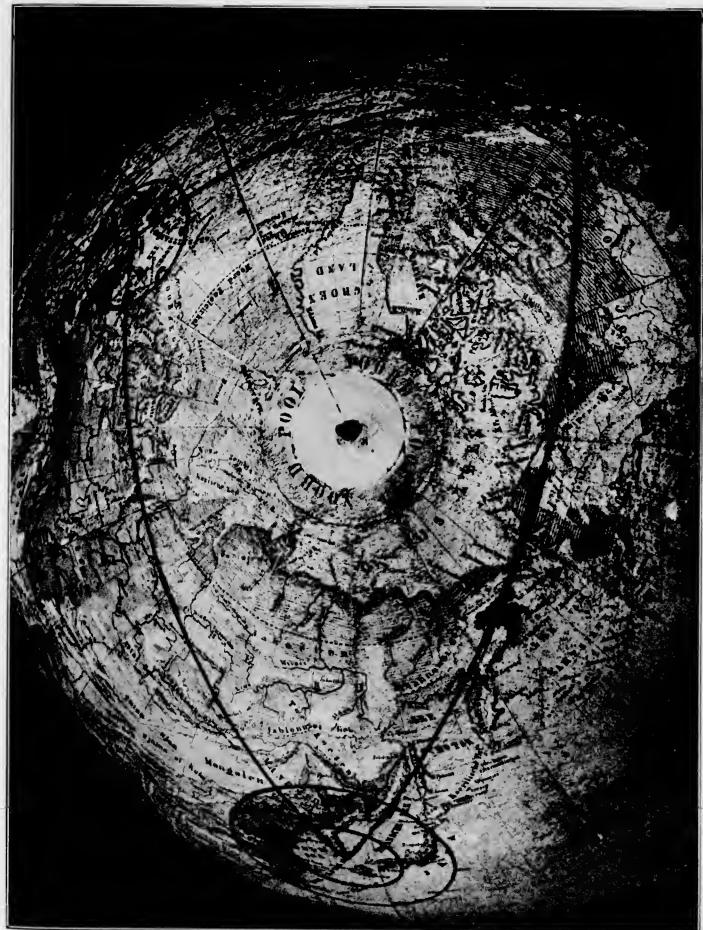
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AZA No. 34, anno 1912.



De drie centra der beschaving: Rotterdam—New-York—Peking.  
De weg der toekomst van de luchtvaart.

AZA No. 34, anno 1912.



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De weg der toekomst van de luchtvaart.

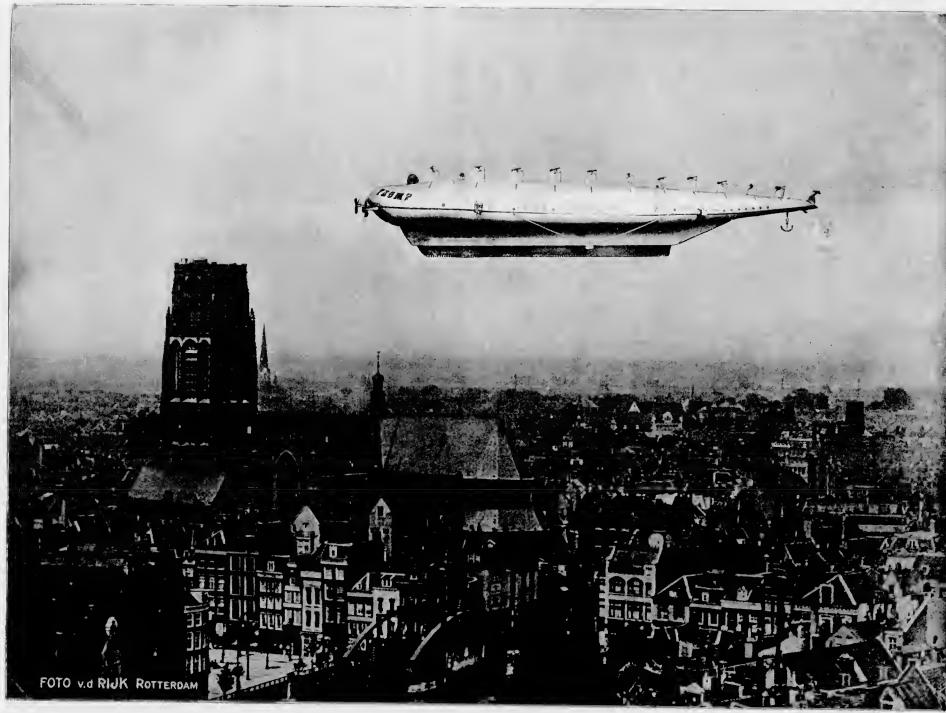
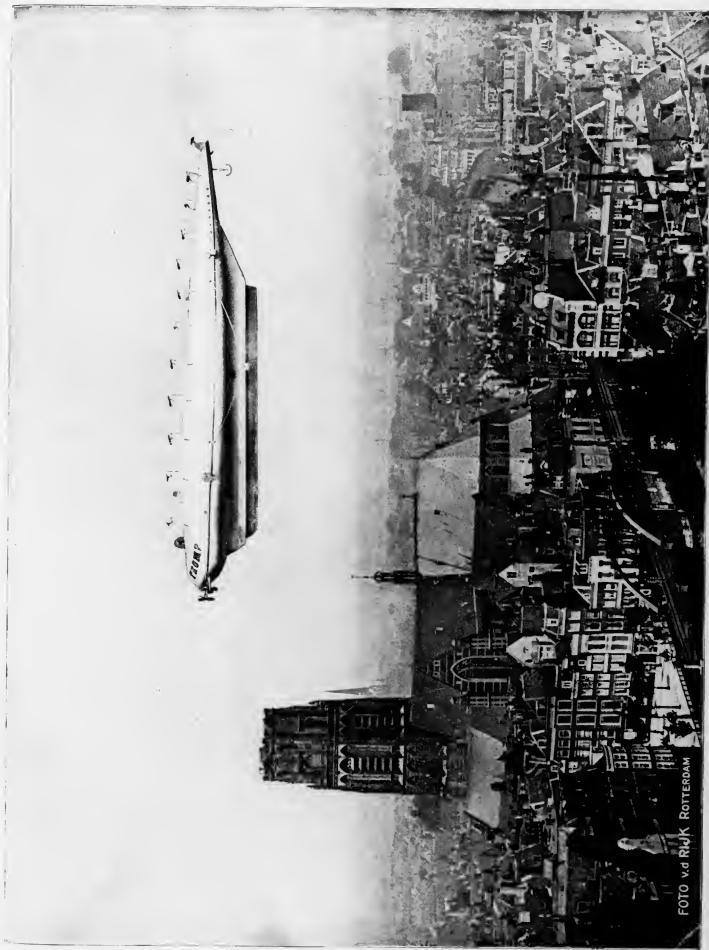


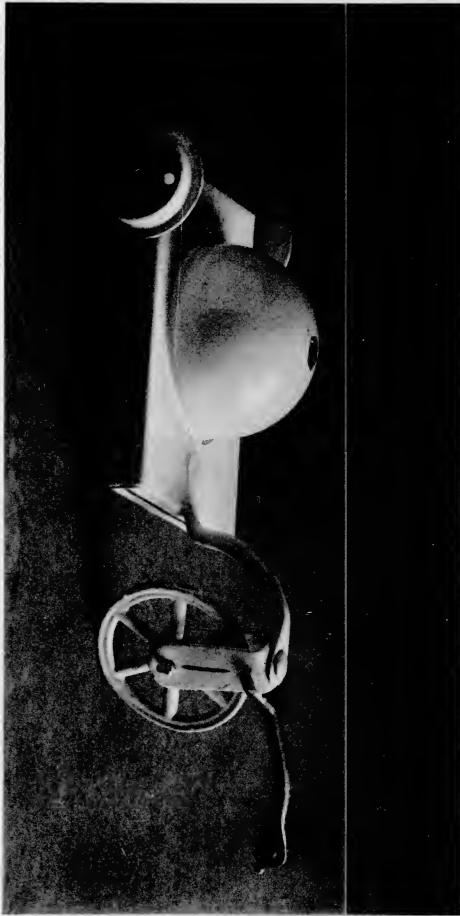
FOTO v.d RIJK ROTTERDAM

Rotterdam (Holland).



Rotterdam (Holland).

FOTO v.d.Rijk Rotterdam



Vervoermiddel voor vloeibare kracht naar elk krachtwerkzug: een dubbelwandige, 1 M<sup>3</sup>, grote glazen bal, gedragen door een geïsoleerd wagentje. Hoofddoel: hulpmiddel voor de rondom de wereld (Rotterdam—Peking—New-York — Rotterdam) voortgezette elektrische luchtvart.

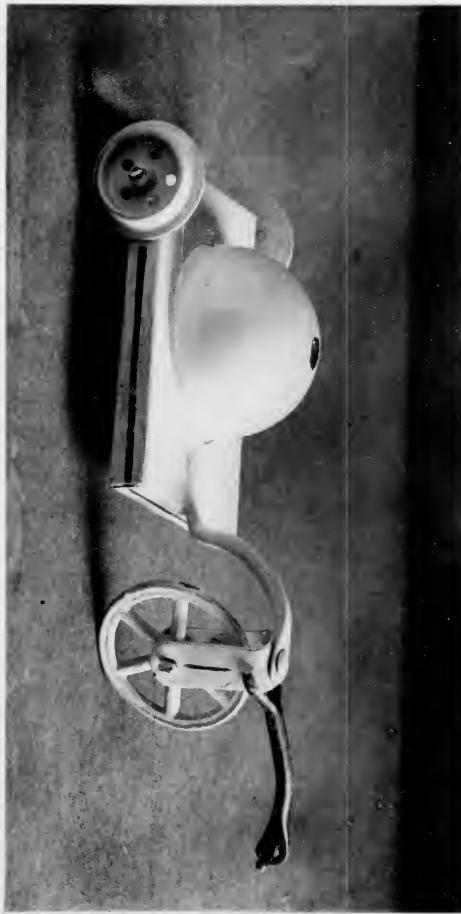
N.B.: Smeermiddel aangewezen door GEORGES CLAUDE: Air liquide, Oxygène, Azote.



Krachtmeter voor Fluksolie.



Krachtmeter voor Fluksolie.



Vervoermiddel voor vloeibare kracht naar elk krachtwerktuig: een dubbelwandige, 1 M<sup>3</sup>, grote glazen bal, gedragen door een geïsoleerd wagentje. Hoofddoel: hulpmiddel voor de rondom de wereld (Rotterdam—Peking—New-York — Rotterdam) voortgezette elektrische luchtvaart.  
N.B. Smeermiddel aangewezen door GEORGES CLAUDE: Air liquide, Oxygène, Azote.

Some of the first or principal Manufactures  
in Holland.

---

Aardappelmeel. — Potato-Sago. — Kartoffelmehl. —

Fécule de pommes de terre.

(aussi carton en paille.)

W. A. Scholten, Groningen.

Aardappelsyrop. — Potato-Syrup. — Kartoffelsyrup. —

Syrop de pommes de terre.

(aussi carton en paille.)

W. A. Scholten, Groningen.

Aardewerk. — Earthenware, crockery. — Tonwaren. — Poterie.

P. Regout (aussi Porcelaine), Maastricht.

Société Céramique, Maastricht.

Aardewerk (Kunst). — Art-pottery. — Tonwaren (Kunst). — Faïence.

„Roozenburg”, Den Haag.

„Delft”, Delft.

Aardnoten (Slaolie). — Pea-nuts (Salad-Oil). — Erdnusse (Salad-Oel).

Terre-noix (huile a Salade).

Nederlandsche Oliefabriek, Delft.

Gist. — Yeast. — Hefe. — Levain.

Nederlandsche Gist- en Spiritusfabriek, Delft.

Azijn. — Vinegar. — Essig. — Vinègre.

Tromp & Rueb, Rotterdam.

Baggerwerkzeugen. — Dredging implements. — Baggermaschinen. —

La drague.

Werf „Conrad”, Haarlem.

A. F. Smulders, Schiedam.

Batiks. — Javanese clothes made by machinery. — Batiks. —  
Batiks à la machine.

Kralingsche Katoen-Maatschappij, Kralingen.

P. F. van Vlissingen & Co., Helmond.

Leidsche Katoen-Maatschappij,  
voorheen De Heyder & Co., Leiden.

Haarlemsche Katoen-Maatschappij, Haarlem.

Bedveeren. — Bed-feathers. — Bettfedern. — Édredon.

J. H. A. Gogarn, Rotterdam.

J. C. Klügten, Rotterdam.

Beetwortelsuiker. — Beetroot sugar. — Runkelrubenzucker. —  
Sucré de betteraves.

De Bruyn & Co., Zevenbergen.

Blikwerk. — Tinware. — Blechwaren. — Ferblanterie.

Wed. J. Bekkers & Zn., Dordrecht.

Bloedmeel. — Blood powder. — Blutmehl. — Poudre de sang.  
H. Hartog, Osch.

Borstelwerk. — Brush work. — Bürsten. — Brosse.

A. de Haas Jr., Rotterdam.

Werkinrichting voor Blinden, Rotterdam.

(having the best „fanfare corps” of the world, 2 prizes.)

Boterkleursel. — Butter-colour. — Butterfär bemittel. —

Matière jaune pour colorer le beurre.

W. H. van Hasselt, Rotterdam.

Brandkasten. — Fire proof safes (Iron safes). — Feuerschränke. —  
Coffre fort.

Lips, Dordrecht.

De Haas, Rotterdam.

Brandspuiten. — Fire engines. — Feuerspritzen. — Pompe à incendie.  
A. Bikkers & Zn., Rotterdam.

Builgaas. — Bulting abott. — Beutelgaze. — Toile a bluteau.

Wed. A. Le Grand & Belain, Haarlem.

Buizen (Aarden). — Earthen tubes. — Röhren (irdene). —

Tuyau de conduite.

W. F. Hamelberg & Co., Deventer.

Cacao. — Cocoa. — Cacao. — Cacao.

C. J. van Houten & Zn., Weesp.

J. & C. Blooker, Amsterdam.

Carboleum. — Carbol. — Karboleum. — Carboleum.

Maatschappij ter bereiding van Koolteerproducten, Krimpen.

Chemische-produkten. — Chemical products. — Chemische-produkte. —  
Produits chimiques.

Koninklijke Chemische Fabriek, Amsterdam.

Chinine. — Quinine. — Chinin. — Chinine.

Amsterdamsche Chininefabriek, Amsterdam.

Chocolade. — Chocolate. — Schokolate. — Chocolat.

A. Driessen, Rotterdam.

Cichorei. — Chicory. — Zichorie. — Chicorée.

Egberts & Co., Delfsen.

Dekens. — Blankets. — Decken. — Couverture.

J. C. Zaalberg & Zn., Leiden.

Gebr. Van Wijk & Co., Leiden.

Jan Zuurdeeg & Zn., Leiden.

Van Heek & Co., Enschedé.

Electr. gloeilampjes. — Electric incandescent lamps. —

Electr. gluhlampen. — Poire électrique.

Philips & Co., Eindhoven.

Electrische machines. — Electrical machines. — Elec. Maschinen. —  
Machines électriques.

**Electrotechnische Industrie, Slikkerveer.**

Essencen en etherische oliën. — Essences and etherial oils.  
Essenzen und ätherische Oele. — Essences et d'Huile étherisée.  
Polak & Schwarz, Zaandam.

Flanel. — Flannel. — Flanell. — Flanelle.  
Gebr. Jannink, Enschedé.

Fustfabriek. — Coopers. — Fassfabrik. — Fabrique de futaille.  
W. van der Lugt & Zn., Rotterdam.

Gecondens. Melk etc. — Condensed milk etc. —  
Condens. Milch etc. — Lait condensé etc.  
Hollandia, Vlaardingen.

**West-Friesche Gecondenseerde Melkfabriek, Hoorn.**

Geëmailleerde goederen. — Enamelled goods. — Emaille Waren. —  
Ustensiles d'Email.

Emaillefabriek „Vulkaansoord”, Terborg.

Glasblazerij. — Glass works. — Glasbläserei. — Verrerie.  
Jeekel Mijnsen & Co., Leerdam.

Glas. — Glass. — Glas. — Verre.  
(Verre, courbé, gravé miroir vitres).  
J. J. B. J. Bouvy, Dordrecht.

Groenten, ingelegde. — Tinned vegetables. — Eingemachte Gemüse. —  
Légumes conservées.

Tieleman & Dros, Leiden.  
W. Hoogenstraaten & Co.

Grondboringen. — Artesian borings. — Grundbohringen. —  
Forer un puit artésien.  
N. Hoogendoorn, Giessendam.

Hagel. — Shot. — Schrotfabrik. — Fabrique de menu plomb.  
(et tuyaux de plomb doublés d'étain).

**Wed. G. Dooremans & Zn., Rotterdam.**

Houtcreoliseering. — Wood creosoting. — Hölzcreolisation. —  
Creolisation de bois.  
Corn. Gips & Co., Dordrecht.

Ingemaakte vruchten. — Tinned fruits. — Conservierte Früchte. —  
Fruits conservés.

**Jansens Conservenfabriek „Pavo”, Rotterdam.**

Instrumenten. — Instruments. — Instrumente. — Instruments.  
Becker Buddingh, Arnhem.

Kaarsen. — Candles. — Kerzen. — Bougies.  
Kaarsenfabriek „Gouda”, Gouda.  
Kaarsenfabriek „Appollo”, Schiedam.

Kapokfabriek. — Capoc manufactory. — Kapokfabrik. —  
Fabrique de Kapok.  
Gebr. van den Bergh, Osch.

Katoen blauw geverfd. — Blue colored cotton. —  
Kattun blau gefärbt. — Coton bleu.  
Ankersmith & Co., Deventer.

Koek, Deventer. — Cakes, Deventer. — Kuchen, Deventer. —  
Gâteaux, Deventer.

J. Bussink, Deventer.

Verkade & Co., Zaandam.

Peperkoek, Rotterdam.

Haagsche Hopjes, Den Haag.  
Faber, Groningen.

Kunst Industrie. — Art Industry. — Kunst Industrie. —  
l'Art dans l'Industrie.  
(v. meubelen, koper, tin, goud, zilver).  
**Industrie-school voor Kunst, Haarlem.**

Laken. — Cloth. — Tuch. — Drap.  
**Pollet & Zn., Tilburg.**

Lakken en Vernissen. — Lacquer and varnishes. —

Lack und Firnis. — Laque et Vernis.  
**Molijn & Co., Rotterdam.**

Locomotieven, spoor en tram. — Locomotives, train and tram.  
**Locom., Eisen- und Strassenbahn.** — Locom., chemin de fer et tram.  
**Machinefabriek „Breda”, Breda.**

Lood- en Zinkwerken. — Lead and Zinc works. —  
 Blei- und Zink Constructionen. — Plomberie et Zinguerie.  
 (aussi d'Art).  
**F. W. Braat, Delft.**

Loodwit. — White lead. — Bleiweiss. — Blanc de plomb.  
 (blanc de plomb véritable).  
**G. Greve, Utrecht.**

Magneten. — Magnets. — Magnete. — Aimant.  
 (meilleurs du monde).  
 voorheen „Haarlem”, Rotterdam.

Margarine. — Margarine. — Margarine. — Margarine.  
**Van den Bergh Ltd., Rotterdam.**  
**Anton Jurgens, Osch.**

Joh. M. Verschure & Zn., Rotterdam.  
**Prinsen & Van Glabbeek, Helmond.**

Meel. — Flour. — Mehl. — Farine.  
**Van Dusseldorf, Rotterdam.**

Meubles etc. pour les bateaux à vapeur.  
**H. P. Mutters & Zn., Den Haag.**

Mostert. — Mustard. — Senf. — Moutarde.  
 (les semences sont de la Hollande).  
**Van Rijn, Dordrecht.**

Papier. — Paper. — Papier. — Papier.  
**Van Gelder & Zonen, Amsterdam.**  
**Maastrichtsche Papierfabriek, Maastricht.**

Petroleum motoren. — Petroleum motors. — Petroleum motoren. —  
 Moteurs à Pétrole.  
**Van Rennes, Utrecht.**

Petroleumtoestellen. — Oil stoves. — Petroleumapparate. —  
 Appareils Pétrole.  
**Fabriek „De Etna”, Breda.**

Pijpenfabriek. — Dutch pipes. — Holl. Pfeifen. —  
 Des pipes Hollandais.  
**Van der Want, Gouda.**

Rijstpelmolens. — Rice-mills. — Reisschälmühlen. —  
 Moulin à décortiquer le riz.

**Van Schaardenburg & Co., Rotterdam.**  
**C. M. van Sillevoldt, Rotterdam.**  
**Van Beek & Jurjans, Amsterdam.**  
**Wessanen & Laan, Wormerveer.**  
**Bloemendaal & Laan, Wormerveer.**

Spoorweg-Rijtuigen. — Train carriages. — Eisenbahnwagen. —  
 Voitures de Chemin de fer.  
**J. J. Beynes, Haarlem.**  
**Allan & Co., Rotterdam.**

Schaatsen. — Skates. — Schlittschuhe. — Patins.  
**Schaatsenfabriek „Multiplex”, Groningen.**

Scheepsbouw. — Shipbuilding. — Schiffsbau. — Constructeurs de navire.  
**Ned. Scheepsbouw Maatschappij, Amsterdam.**  
**Maatschappij „De Schelde”, Vlissingen.**  
**Maatschappij „Feyenoord” (spec. petrol), Rotterdam.**  
**Prins Hendrik, Rotterdam.**  
**Bonn & Mees, Rotterdam.**  
**Wilton, Eng.f. Rotterdam.**  
..... Rotterdam.

Speciality of ground work, railway, tramway and manufactory buildings.

F. W. Sonneveld, Rotterdam.

Staniol. — Tinfoil. — Staniol. — Feuille d'etain.

Staniolfabriek Industrie, Vaassen.

Roupe van der Voort & Zn., 's-Hertogenbosch.

Stoomketels, etc. — Boilers. — Dampfkessel. — Machines a vapeur.

Gebr. Stork & Co., Hengelo.

Suiker. — Refined Sugar. — Zucker raffinirter. — Du Sucre-raffiné.

Wester Suikerraffin., Amsterdam.

Hollandia, Vlaardingen.

Tabak. — Shagg. — Moitié Bird's eye.

De Erven de Wed. J. van Nelle, Rotterdam.

Tapijken. — Carpets. — Tapische. — Tapis.

(imitation Smirna, fait à la main).

Deventer Tapijtfabriek, Deventer.

Stevens, Rotterdam.

Tricots. — Knitted woollen work. — Tricots. — Tricots.

Môbes Panhuyzen, Apeldoorn.

Wrijfwas en Tafelhoning. — Wax and Table honey. —

Wichse und Tafelhonig. — Cire à parquets et miel.

Het Hollandsche Bijenpark, Zandpoort.

Zeep, groene. — Soap. — Seife. — Savon.

T. P. Viruly & Co., Rotterdam.

Vereenigde Zeepfabrieken, Rotterdam.

Sanders & Co., Leiden.

Zeildoek. — Canvas. — Segeltich. — Voiles.

P. H. Kaars & Tijpesteijn, Krommenie.

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Should the composer of this have unintentionally overlooked any articles which are especially made in Holland, he would be glad to receive particulars.

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MSH 23768

**END OF  
TITLE**